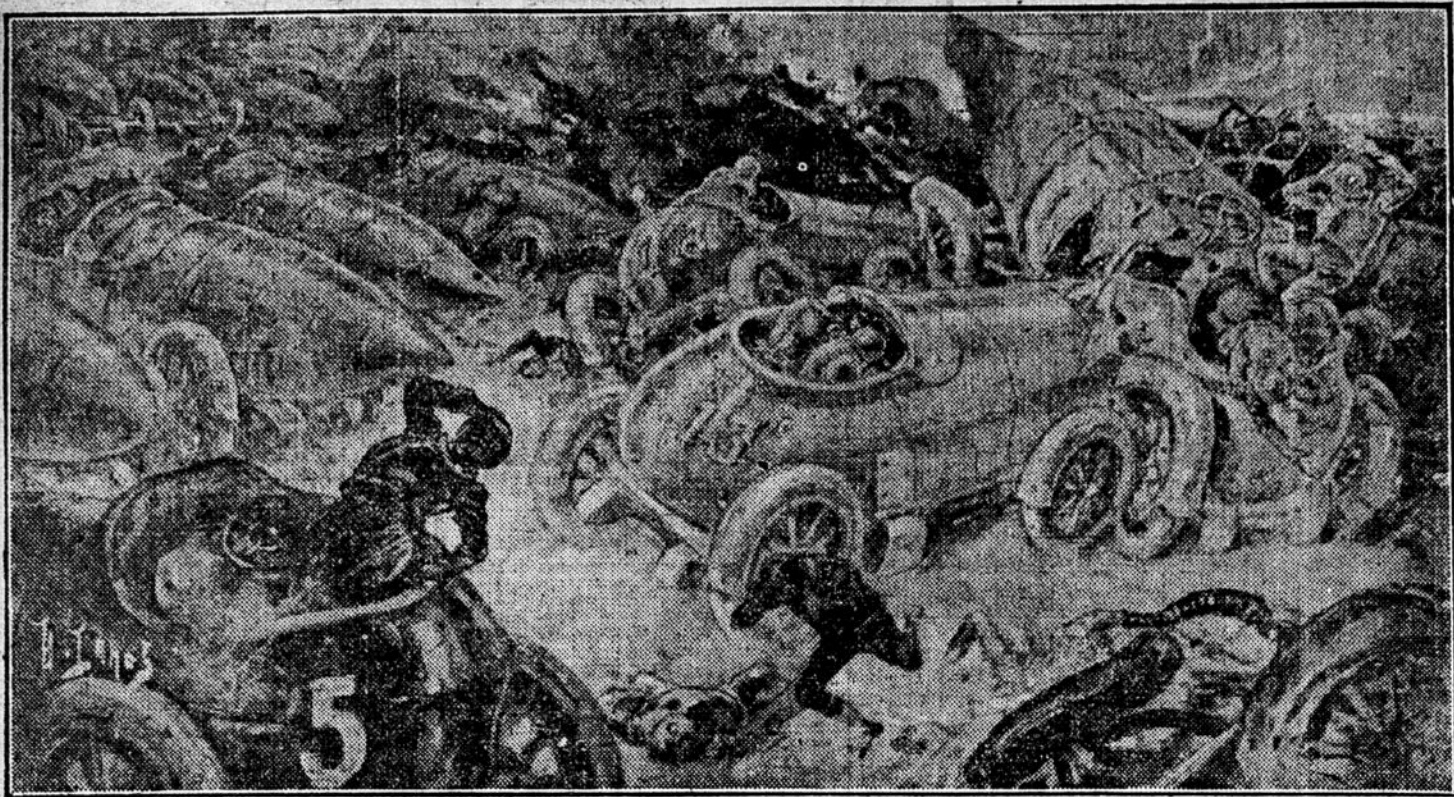
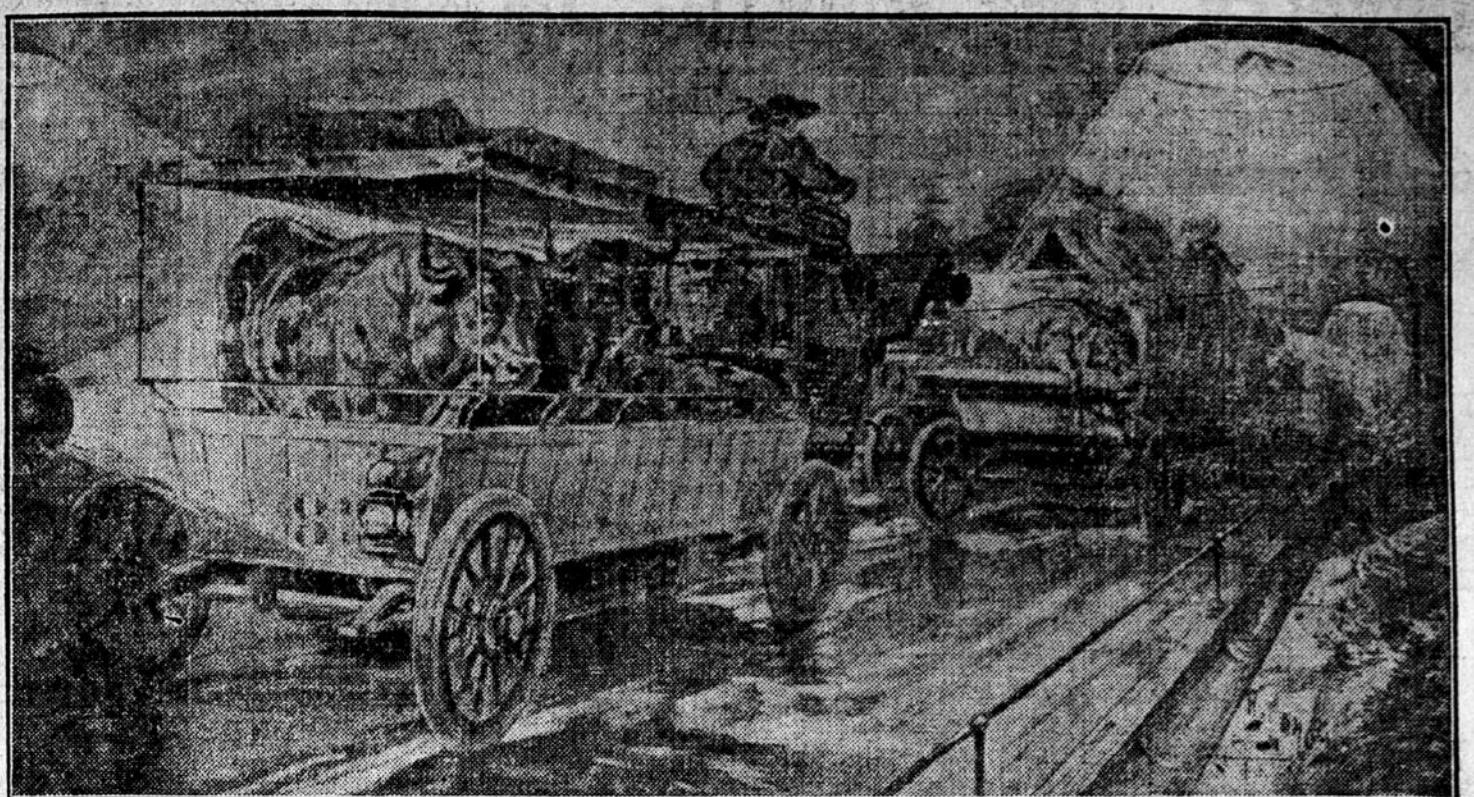


THE AUTOMOBILE WILL TRANSFORM THE WORLD IN 25 YEARS



STEEL MONSTERS IN WAR.



THE AGE OF PLenty BEGINS.

Special Correspondence of The Journal.

PARIS, March 26.—The world will be transformed in twenty-five years.

The workingman will have more luxury than the clerk of today. The clerk will have a life more ample than that of his present-day employer. Cities will become healthy.

Milk will be pure. Provisions will be fresh and cheap. And country life and city life will be so merged that everyone will have a new, undreamed-of opportunity for health, repose and culture.

This transformation of the world is to be the work of the automobile.

These are no visionary dreams. They are the hard-headed predictions of European captains of industry, like the Marquis de Dion, Michelin, the rubber tire man, Voigt of the C. G. V.'s, and the elder Clement. These are men who together with all the great French automobile makers reassured the French 'stat-major' a month or so ago by an unprecedented patriotic pool of both material and organization, so that France now fears Germany no longer—so you shall hear. And nearly every one of these predictions has its roots already growing. We are in a period of transformation without knowing it.

Autos for the Masses.

Up to the present moment the automobile industry has too much followed speed and sporting, too much the interests of the rich. Its customers of to-

morrow will be the masses. The life of Paris in the year 1930 will be a miracle due to the cheap explosive motor—probably alcohol.

In the present year, 1906, there are two automobile street sweepers already in Paris. In 1930 the automobile sweepers will begin before daylight and sweep every street of the great capital, to the poorest and smallest. Auto scavenger cars will follow them, to carry away every ounce of filth and dust. Automobile sprinklers—of which of which there are already five in Paris—will complete the dainty toilet of every street.

In 1930 milk will come no other way into the great cities than by automobiles owned by urban milk concerns. In Paris the milk scandal is already so great that a pure milk league exists. Public-spirited millionaires, like young Dr. Rothschild, are operating model dairies. A Paris corporation, the operators of a kind of zoo—"The Acclimating Park"—sell guaranteed pure milk at 20 cents the quart. The municipal laboratory has 250 detectives at work always, hunting down the milk-adulterers intermediaries.

A Golden Age of Health.

All this is mere stop-gap work, says M. Voigt. The day that a retail milk distributing concern puts an adequate automobile service into action, all the others will have to follow. In 1930 babies will have ceased dying like flies in Paris. Out of 1,000 infant deaths between the ages of one day and one year, 777 are known to be due to sickness which the school of Pasteur has demonstrated as "of accidental cause." Of these 532 are due to gastro-enteritis and "debility." Pure milk by way of direct automobile service from farm to retail consumer, for both children and grown-up folks, will begin a golden age of health.

And an Age of Plenty.

In 1930 the age of health will be associated with the age of plenty. While the automobile milk vans will be doing their quick distributing, the automobile farmers' wagons will be bringing in fresh vegetables to the great city. Then in America as well as in Europe the small farmer will have his chance again. All farms within 100 miles of a great city will become handsomely profitable—thanks to the automobile. You will ask why. The elder element is especially enthusiastic on this side of the subject. In all these matters of food, the automobile will do away with the adulterating and expensive middleman.

The farmer living within 100 miles of a great city will sell his own produce in the city markets. He will own his automobile wagon, do the 100 miles in less than three hours, sell out, and be back with his money before dinner time in the evening.

Marketing the Meat.

In 1930 it will be the same for cheap and healthy meat. Europe has no meat trust, no vast far-off prairies depending absolutely on railway companies. The healthy meat problem

and the cheap meat problem will both be solved for Parisians by the automobile cattle van.

In 1930 cattle for the abattoirs will be no longer sickened, worn out and rendered feverish by long, forced marches before killing, as at present in Paris. Country livestock raisers will club together for the purchase of an automobile cattle van, and the hundred miles to Paris will be done, say, in four hours. Government vets will examine the steers as they arrive at the gates of Paris. Once inside of Paris, the farmer will not be at the mercy of this or that abattoir as he is now, dealing with it by mail. He will sell his healthy steers in one of the live cattle markets; and the city consumer will find his profit in cheapness and quality induced by competition, and the new cheap and rapid automobile methods.

And it is only 7 o'clock in the morning! Paris awakes in 1930. Life will be intense. From the nearby suburbs automobile omnibuses will be coming in at "third speed" carrying thousands and thousands of suburban-living clerks.

Two Hours More Sleep for All.

Workingmen will be whisked from their homes to the factory in ten minutes. Everyone will be able to take from one to two hours more sleep.

Automobile delivery wagons are already common in Paris. In 1930 no one will carry home a package. As for madame's shopping, so for the household supplies. Every family will be bombarded with price lists of groceries and other food supplies—to be ordered by mail or telephone and delivered by automobile.

Autos for \$100.

And now, at 8 a.m. the streets of Paris will see thousands of light little voiturettes—sold in 1930 at the price of today's cheap and dangerous "motor bike," say that it costs at most \$100. Yes. Perfectly. The Marquis de Dion, one of the biggest automobile makers of Paris, predicts it. These fairy voiturettes will have mighty little dirt or dust upon them, they come from all the countryside for fifty miles and more.

Can you imagine what an extent that means—a radius of even forty miles from a great city?

Today the suburbanites of Europe and America come, not from the circumference of that great circle, but from a few straight lines tapping into it at points that grow more and more far apart as the radius lengthens. They are limited in their choice by railway and trolley lines at best. In 1930 the countless thousands of \$100 auto-voiturettes will bring innumerable clerks from their delicious country cottages to their town work. When their wives want to shop, they will bring their wives with them.

And here a new trade opens. Automobile "garages" will have to be put up in every part of a great city. They will be eight-story buildings with quantities of elevators for the rapid

housing and unhousing of the countless voiturettes of happy city clerks.

Midday in Paris, 1930.

It is now midday in the Paris of 1930. "Taximeter" automobile cabs, in which you pay a trifling rate for the distance actually traveled—run the streets. The streets are full of auto omnibuses, auto delivery wagons, vans hurrying from warehouse to factory and from factory to railway station. Private carriages have become all automobile. Their luxury will be something now scarcely dreamed of. Everyone will go fast and traffic will be supple, precise.

This directing of the city traffic, indeed, is one of the most audacious dreams of the Marquis de Dion. The great city streets will be divided into legal rows for traffic in the two directions, with a center for maneuvering and turning.

But what are those light and elegant steel bridges curving everywhere across the street? They will be for foot passengers—to get from one side to the other in the year 1930. Here and there a city employee in uniform stands in a hanging cage. With eagle eye he watches all that ceaseless flow of automobile traffic.

Ha! A big sign uncovers itself at a street corner. The procession stops.

Go on! Another sign uncovers—and the procession continues. City life will become so intense and country life so handy that a vast movement we cannot imagine now will surge between the city and the country daily. Over flat and

stainless "westrumited" roads—kept lighted all night by arc lamps.

In the Country, 1930.

These country roads—for fifty miles and more outside of any great city—will present a wonderful spectacle of life in 1930. Today automobiles cut terrible holes in these suburban roads. In the future they will be laid on a solid bed of concrete thickly "westrumited" with a tar, sand and cement top. No more dust or mud. Even the bridges and roads department of the French government will bring itself up to date with automobilism. The turnings will be slightly lifted from the chord to the exterior—and not the reverse as during the first ten years of the automobile. Dangerous sluice-ways, runnels and "bumps" in the roads will disappear. The "westrumiting" will be done frequently and rapidly—as streets are sprinkled nowadays.

Along these roads the country doctor will go in his auto. The countryside butcher, grocer, fishmonger, coal dealer and petroleum and fuel alcohol dealer—yes, and the ambulatory hardware dealer and general store dealer—will come and go unceasingly. Even theatrical troupes and fair showmen and fakirs will go in their autos—and the countryside will become as lively as the city.

The Black Side of the Picture.

There is but one black side to the prediction. It is the automobile in war. The French captains of industry, who thus foretell a golden age in 1930, exult even in this detail—because they are

reasoning that France will be the soonest ready.

Here, now, is an open secret. Last year a Paris illustrated weekly got out a war scare edition full of wonderfully "faked" photographs. They showed France successfully defending herself against the invading Germans.

The great central photograph showed an audacious idea. The scene, representing one of the first moves of the French mobilization, was laid in the courtyard of the De Dion & Bouton automobile factory. The chiefs of the French army were there, being fitted out with hundreds of autos—put at their disposition by the patriotic firm.

A Wild Fancy Realized.

Well, the idea is today completely realized. The Marquis de Dion has himself told it—"Today it is the reality. Just what the organization is nobody knows, but it is certain that some fifteen of the greatest Paris manufacturers, during the late scare, united, formed a plan to pool their entire stock, drew up a scheme of organization—and placed the

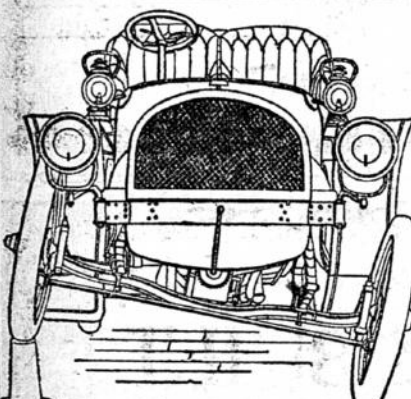
material and a great corps of expert chauffeurs at the disposition of the French 'stat-major' in case of war.

War automobiles already exist. They are swift, armor-plated vehicles, carrying quick-firing guns. All the European governments are ordering them; but it is the French army that is building them most daringly and rapidly. War, in 1930, will see terrible shocks between death-dealing steel monsters. But will not the very deadliness of the change bring its remedy? In the end automobilism may render war impossible.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

Neat as a Bug's Ear! Are the electric berth lights in the new sleeping cars on the "North Star Limited" to Chicago. The newest and finest. Call at Minneapolis & St. Louis offices for rates and information.

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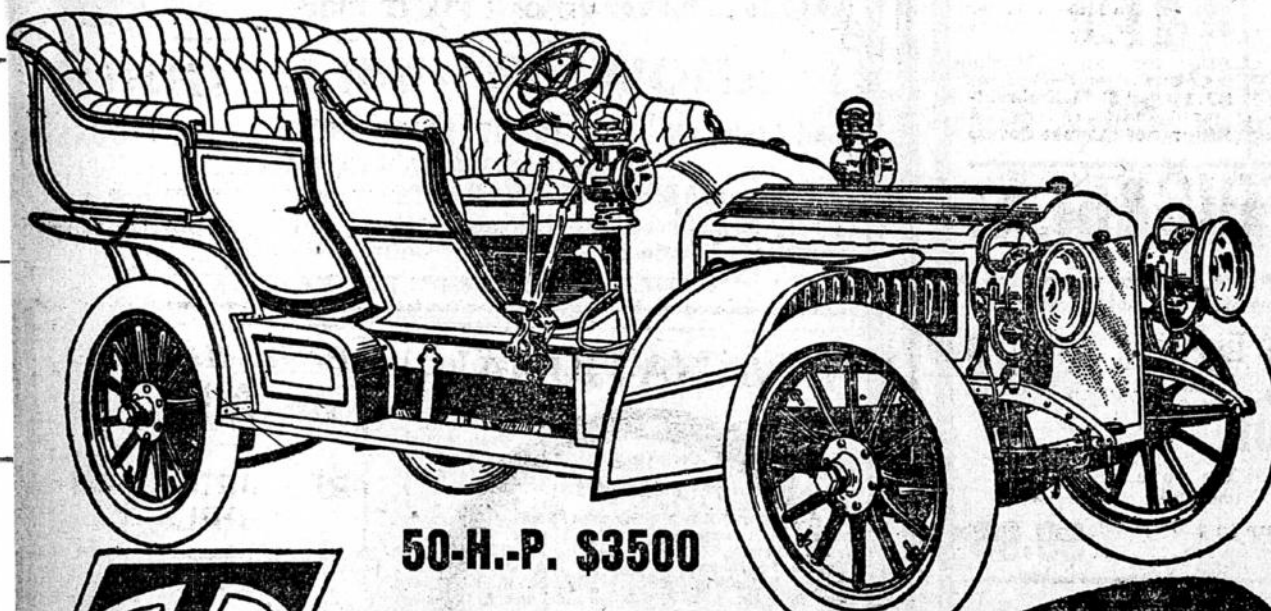
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THOMAS

The E. R. Thomas Motor Co. has moved into its new and magnificent concrete factory, thereby enabling it to increase its output of seven hundred cars an additional one hundred, and as a result, we are allotted five additional cars for this territory. If you are in the market for a large family touring car, you will make a big mistake in not looking this car over carefully before placing your order. We have a number of the 1906 cars now on our floor, and invite you to come in and bring an expert mechanic with you, and if we cannot show you as fine workmanship and material in this car as is used in any other car built in America and follow it with as good a road demonstration as any one can give you, we will apologize for taking your time and not ask you for your order. Is not the fact that eighteen of the leading and conservative people of Minneapolis have bought 1906 cars a pretty good evidence of its merits? We think it is.

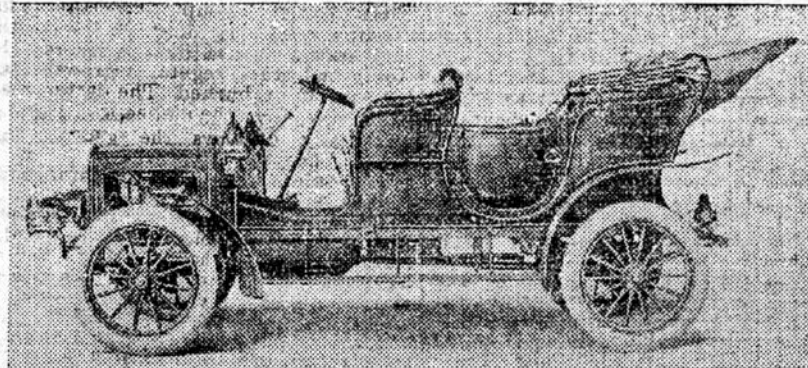
If the Thomas is too large a car for you, let us show you the 28 H. P. OLDS PALACE TOURING CAR AT \$2250.00. This car is appropriately named, and has surprised every one of the many who have ridden in it, and is equal or superior to any car on the American market at or near its price. We make these statements without fear of successful contradiction, and stand ready to prove every claim we make for it, and all we ask is a chance to demonstrate its qualities.

If you are looking for a smart runabout, don't overlook the little 1906 Olds with square dash and piano box; we refer to the little car you have seen on the streets for the last week, and which looks and acts like an electric. This new creation has nine horsepower, and will carry you anywhere. We carry a full line of Olds parts for all models, and do all kinds of repair work.

We have the agency for and carry in stock a full line of the celebrated JONES SPEEDOMETER to fit any car. We also carry a line of lamps, Gabriel horns, clocks, goggles and other accessories. Our garage will be open to midnight until May 1st, and all night from then until the end of the season.

BARCLAY AUTO CO. 246-250 3rd Av. S.

WINNERS



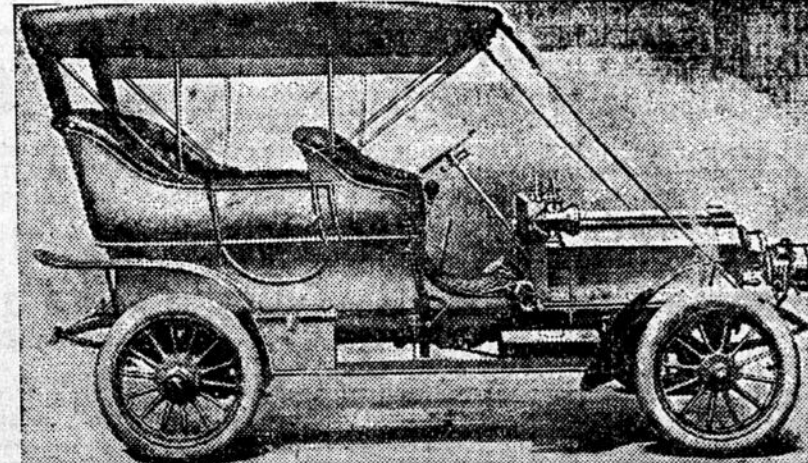
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NEW FEATURES—Side entrance, increased speed and power. **\$2800**

AMERICA'S MOST POPULAR CAR—Immediate deliveries, with top and full lamp equipments and Warner Auto-Meter, \$2,100 F. O. B. Cleveland.

The White steam car won the Los Angeles San Diego endurance and reliability contest, also Speckles cup, Jan. 27, making perfect score. Also won on fuel consumption, doing 130 mountainous miles with five passengers and 150 pounds of baggage on 17 gallons of fuel.

Stoddard-Dayton \$2250

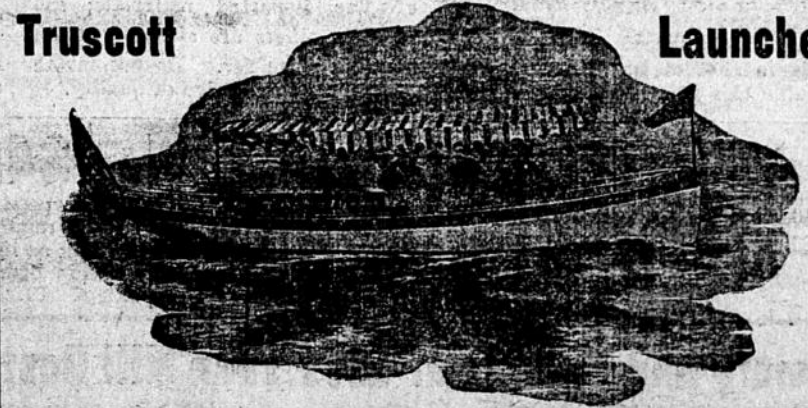


30 to 35 H. P., 32x4-inch Tires, 9 1/2-inch Clearance, with Top Lamps, Clock and Warner Auto-Meter, \$2,500 F. O. B. Dayton.

Stoddard-Dayton Runabout, 4-Cylinder, \$1250

18-Horse-power. Defeated all cars listing at \$2,500 and under, in recent Pasadena hill climb, \$10,000 worth of second-hand autos at a big sacrifice. Send for our list of second-hand cars.

We are nearly sold out of allotment of 1906 cars. Can make immediate deliveries. Come and see our "line up" of new cars.



16-Foot Launches.....\$350 21-Foot Launches.....\$550
18-Foot Launches.....\$450 25-Foot Launches.....\$750

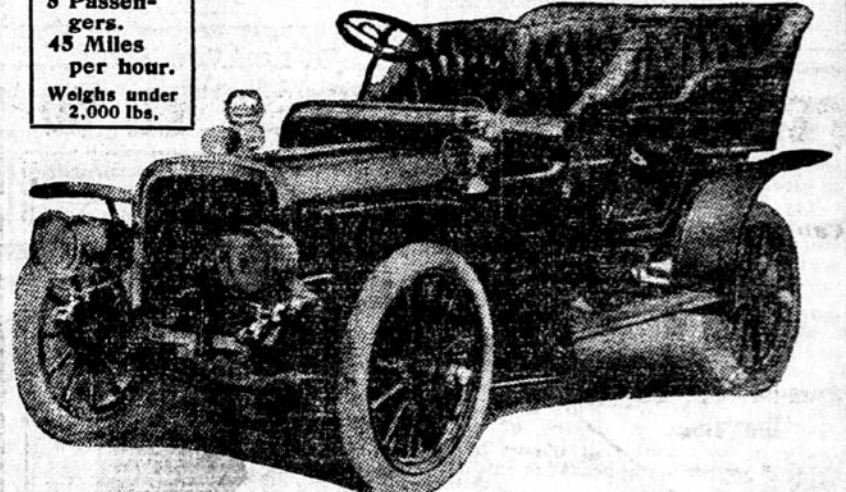
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5 Passengers.
45 Miles per hour.
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Which are you going to do, buy so much cast iron with some junk thrown in, or buy a real automobile like the Aerocar? Avoid the expensive habits of your neighbor, buying a new car every season. Buy right—buy the Aerocar. This car is built by practical men, sold by practical men, bought by practical men, and the car does the work in a practical way. It's the car for today, tomorrow and years to come. This car has so many superior points over other cars that you cannot afford to neglect to investigate them. A demonstration ride will show you the wonderful control, easy riding, quiet running and hill climbing qualities, besides the remarkable flexibility of power (like steam), stability on the road, roominess and graceful lines. Demonstrations are gladly given, whether you want to buy or not, and a telephone call will bring this car to your office or residence. My business policy is to please. I can do it.

IMMEDIATE DELIVERY.

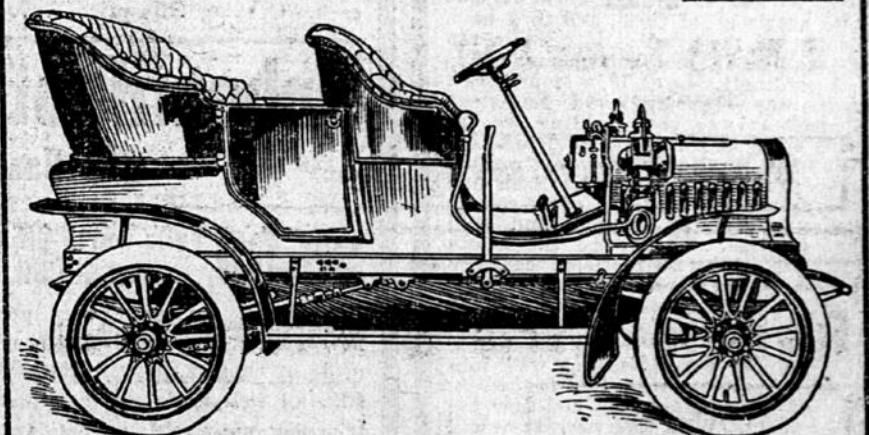
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This car and be convinced of its merits. We will gladly keep this car in repair one year for \$5 per month.

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